



**Tier II Consultation Meeting
DRAFT Minutes – October 25, 2018**

Committee Members

John Donovan	FHWA
Michael Leslie	EPA
Tony Greep	FTA
Chris Schmidt	IDOT
Buzz Asselmeier	IEPA – via phone
David Bloomberg	IEPA – via phone
Russell Pietrowiak	CMAP

Participants

Leroy Kos	CMAP
Teri Dixon	CMAP
Craig Heither	CMAP

1.0 Call to Order and Introductions

The meeting was called to order at 1:35 p.m. All participants introduced themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes –May 16, 2018

On a motion by Mr. Donovan and seconded by Mr. Leslie, the minutes of the May 16, 2018 meeting were approved as presented.

4.0 ON TO 2050/FFY 2019-2024 TIP Conformity Analysis Review

Mr. Pietrowiak provided a brief overview of conformity as it relates to the ON TO 2050 Plan, including the response to comments received on the ON TO 2050 Conformity Memo. Mr. Pietrowiak stated that comments were received pertaining to how projects that are having their status changed to “Not Conformed” were presented in the conformity memo. In the memo released for public comment the wording regarding projects that had a status change to “Not Conformed” was:

A status change to “Not Conformed”, of these former GO TO 2040 Major Capital Projects. The latter two of these three projects are now considered “unconstrained” and will be reintroduced in the TIP at the conclusion of the Tri-County Access project EIS:

Based on public comments CMAP received the language regarding projects that were no longer being conformed needed to be revised. The language in the conformity memo for projects having a status change to “Not Conformed” was revised to the following:

A status change to “Not Conformed”, of these former GO TO 2040 Major Capital Projects. The latter two of these three projects are now considered “unconstrained”. Unconstrained regionally significant projects cannot receive environmental clearance from FHWA or FTA under NEPA, or access certain federal funding and financing programs, without being in the fiscally constrained portion of the plan which would require a plan and TIP/Conformity amendment before it could be included in an active year of the TIP (FFY 2019-2024).

Mr. Pietrowiak stated that the change in the memo language did not impact how modeling is done but better reflected CMAP’s processes. Mr. Pietrowiak also stated that the 3 projects that had a status change to “Not Conformed” were not modeled as part of the ON TO 2050/FFY 2019-2024 TIP Conformity analysis. None of the committee members had an issue with the changes. Mr. Pietrowiak briefly discussed the conformity appendix that is part of the ON TO 2050 plan, stating that this is a technical guide to how the region does conformity analysis.

5.0 Nonattainment Status Updates

Mr. Pietrowiak informed the committee that the MPO Policy committee has asked CMAP to discuss conformity related issues with members of the transportation committee at their transportation committee meetings. Mr. Pietrowiak stated that the first presentation to the transportation committee was given in September and was well received and there was a lot of discussion by members. As part of that discussion Mr. Pietrowiak stated that it would be good to reaffirm the current and future attainment/nonattainment status for the 8- hour Ozone (1997, 2008, and 2015) and PM 2.5 (2012) standards for the region so that when staff is discussing the standards it is stating them correctly. Mr. Pietrowiak then asked for confirmation that for the 1997 8-hour Ozone standard the region is in maintenance and that our Motor Vehicle Emission Budget (MVEB) come from the maintenance SIP and that our attainment year is 2025, which is why that year is a year that MOVES modeling is done for. Mr. Asselmeier from Illinois EPA (IEPA) confirmed that this was correct. Mr. Pietrowiak then stated that for the 2008 8-hour Ozone standard the region is classified as moderate but will be bumped up to serious at the start of 2019, something that is happening at a number of other MPO’s throughout the country too, but we are still using the 1997 maintenance SIP MVEB. Mr. Pietrowiak then asked what CMAP needs to be doing as part of the bump up from moderate to serious. Mr. Asselmeier stated that it had yet to be determined what needed to be done. Mr. Bloomberg stated that the attainment demonstration was what they were working on at the moment. Mr. Pietrowiak suggested that we develop a plan to address the bump up to serious through a monthly conference call. Mr. Leslie from US EPA and Mr. Asselmeier and Bloomberg from IEPA agreed to have a monthly conference call on this issue. Mr. Asselmeier also stated that it would be reasonable to think that a new budget would need to be developed and that there might be reductions in the budget. Mr.

Pietrowiak asked how long it might take to develop a new budget approved. Mr. Leslie stated that it would need to show attainment for 2021. Mr. Bloomberg stated that 18, 19, and 20 would be the years used to show attainment and that we are already off to a bad start since 18 was in violation of the standard. Mr. Pietrowiak stated that CMAP had sent IEPA all of the data that CMAP uses so they had the same files, including an update vehicle population file, which CMAP may update annually. Mr. Schmidt from IDOT asked if IEPA was using the same data that CMAP had provided. Mr. Asselmeier stated that they update their data every 3-5 years. He also stated that the vehicle people do the updating and he would need to check with them. Mr. Pietrowiak stated that for the 2015 Ozone standard the geography changed but since the 2008 standard was not revoked CMAP would continue to do conformity for the entire region, just as they had been doing but would add a sentence to the conformity memo stating that this conformity is demonstrated for both the 2008 and 2015 standards. Mr. Bloomberg and Mr. Leslie stated that this was fine with them. Mr. Pietrowiak stated that the 2015 nonattainment areas have been finalized. Mr. Leslie stated that there had been a few technical corrections since then. Mr. Pietrowiak stated that the region is in attainment for 2012 PM 2.5 standard but that CMAP is still modeling PM 2.5 any way. Mr. Bloomberg stated that the region was close to attainment but that the region was technically still unclassifiable but that he expected the region would officially be classified as attainment in a few months.

6.0 ON TO 2050/TIP Conformity Amendment 19.04 Modeling

Mr. Pietrowiak stated that the next conformity amendments to projects in the TIP would begin in late November. This will be the first time conformity is being conducted under both ON TO 2050 and with the new 2015 Nonattainment area. Mr. Pietrowiak stated that CMAP's conformity modeling approach would be the same as it has been and that the MPO would be asked to approve the conformity amendments at their March meeting. Mr. Pietrowiak stated that the vehicle population and fleet mix would be the only updated modeling data. Mr. Pietrowiak asked the committee if this approach was acceptable and no one expressed an issue with it.

7.0 South Coast AQ Management District v. EPA

Mr. Pietrowiak stated that FHWA had provided the AMPO Air Quality working group with an update on the court case where it was stated that the court case is final and that most of the findings addressed the orphan areas. Mr. Pietrowiak stated that there could be some further guidance from US EPA and FHWA in the near future.

8.0 Ozone SIP development

Mr. Pietrowiak stated that the sanctions clock was still in effect and asked if there was any reason to be concerned that this may impact the TIP. Mr. Bloomberg said there was no reason to be concerned. Mr. Leslie stated that US EPA would approve IEPA submitted and then make a completeness finding that would stop the sanctions clock which will be a letter from US EPA to IEPA for a completeness finding. Mr. Pietrowiak asked about a timeframe for this to be finished. Mr. Bloomberg stated that within about 3-4 months is when this

should be wrapped up as US EPA will have already looked at everything prior to IEPA's submittal.

9.0 Updated Transportation Conformity SIP

No update was provided.

10.0 Transportation Committee Update

Mr. Pietrowiak stated that he gave a presentation on conformity to the transportation committee at their September meeting. He stated that the presentation was primarily an overview of transportation conformity and how the process impacts the transportation process in the region. Mr. Pietrowiak stated that the presentation was well received and generated a lot of discussion and questions.

11.0 MOVES 2014b

Mr. Pietrowiak stated that CMAP did not plan on moving to MOVES 2014b as most of the updates pertained to non-road and it was not considered a major update by EPA so changing to the MOVES 2014b model is not required. Mr. Asselmeier stated the IEPA was also not changing to MOVES 2014b.

12.0 AMPO Air Quality Working Group

Mr. Pietrowiak provided an update on what was discussed at the recent AMPO Air Quality working group. Mr. Pietrowiak stated that a substantial update to the MOVES model would be coming out in late 2019 or in 2020 which everyone would need to use. Mr. Pietrowiak stated that there is some hope that the AMPO working group will be able to beta test the new MOVES model to see if there are any issues with it and to better understand the impacts that a new model may have on conformity. Mr. Pietrowiak stated that in the in the past switching to a new model has had a significant impact on how emissions are calculated.

13.0 Other Business

None

14.0 Public Comment

None

15.0 Next Meeting

The next meeting will be on call.

16.0 Adjournment

The meeting adjourned at 2:40pm.